AMENDMENTS TO THE CLAIMS

This listing of the claims will replace all prior versions and listings of claims in the application.

1-30. (Canceled)

31. (New) A braking enhancement device for a motorcar comprising:

a supporting frame;

a front end plate and a rear end plate, said front end plate fixed on a front end of said supporting frame and said rear end plate fixed on a rear end of said supporting frame;

a guiding axis supported by said front and rear end plates;

a weighty drum slidingly guided along said guiding axis for temporarily absorbing momentum and exerting pressure on a front wheel when braking to decrease the braking distance;

a recovery device attached to said weighty drum and guided by said guiding axis for recovering said weighty drum to a predefined resting position; and

a buffer device for buffering and absorbing noise during said recovering of said weighty drum, said buffer device disposed on said rear end plate independent from and not attached to said weighty drum.

32. (New) A braking enhancement device as recited in claim 31, wherein said supporting frame is coupled to an underside of said motorcar.

33. (New) A braking enhancement device as recited in claim 31, wherein said supporting frame is a substantially hollow cylindrical body.

34. (New) A braking enhancement device as recited in claim 31, wherein said recovery device includes a coiled spring.

35. (New) A braking enhancement device as recited in claim 31, wherein said recovery device includes a pneumatic device.

36. (New) A braking enhancement device as recited in claim 31, wherein said recovery device includes elastic rubber.

37. (New) A braking enhancement device as recited in claim 31, wherein said buffer device includes a spring.

38. (New) A braking enhancement device as recited in claim 31, wherein said buffer device includes a pneumatic device.

39. (New) A braking enhancement device as recited in claim 31, wherein said buffer device includes elastic rubber.

40. (New) A braking enhancement device as recited in claim 31, wherein said guiding axis is tilted down towards a front of said motorcar.

41. (New) A braking enhancement device as recited in claim 40, wherein said tilt of said guiding axis is between about 1 and 4 degrees.

42. (New) A braking enhancement device as recited in claim 31, wherein said predefined resting position of said weighty drum is positioned towards a back of said motorcar.

43. (New) A car including a braking enhancement device comprising:

a longitudinal guiding axis;

a weighty drum slidingly guided along said longitudinal guiding axis for temporarily transferring longitudinal momentum during braking to a front wheel of said car to decrease the braking distance;

a recovery device attached to said weighty drum and guided by said longitudinal guiding axis for recovering said weighty drum to a predefined resting position biased toward a back of said car; and

a buffer device for buffering and absorbing noise during said recovering of said weighty drum, said buffer device disposed along said longitudinal guiding axis independent from and not attached to said weighty drum.

44. (New) The car as recited in claim 43 further comprising a supporting frame, said supporting frame coupled to an underbody of said car, said supporting frame enclosing said longitudinal guiding axis, said weighty drum, said recovery device, and said buffer device.

45. (New) A braking enhancement system comprising:

a plurality of braking enhancement devices including:

a weighty drum slidingly guided along a guiding axis for temporarily transferring momentum during braking;

a recovery device attached to said weighty drum and guided by said guiding axis for recovering the weighty drum to a predefined resting position; and

a buffer device for buffering and absorbing noise during said recovering of said weighty drum, said buffer device disposed along said guiding axis independent from and not attached to said weighty drum.

46. (New) A car suitable for the transportation of passengers and cargo, said car having a front and a back and a left and a right, said car comprising:

a left braking enhancement device for decreasing the braking distance and providing a more comfortable braking experience including:

a left guiding axis coupled from said front to said back of said car;

a left weighty drum circumferentially surrounding a portion of said left guiding axis equal to a length of said left weighty drum such that said left weighty drum is capable of moving along said left guiding axis, said left guiding axis confining motion of said left weighty drum between said front and said back of said car, said left weighty drum having a first predefined resting position upon said left guiding axis;

a left recovery device attached to said left weighty drum tending to bias said left weighty drum to said first predefined resting position; and

a left buffer device for buffering and absorbing noise during a recovering of said left weighty drum, said buffer device disposed along said left guiding axis independent from and not attached to said left weighty drum, wherein, when said left weighty drum compresses said left recovery device during braking said left buffer device remains in its original position;

a right braking enhancement device for decreasing the braking distance and providing a more comfortable braking experience including:

a right guiding axis coupled from said front to said back of said car;

a right weighty drum circumferentially surrounding a portion of said right guiding axis equal to a length of said right weighty drum such that said right weighty drum is capable of moving along said right guiding axis, said right guiding axis confining motion of said right weighty drum between said front and said back of said car, said right weighty drum having a second predefined resting position upon said right guiding axis;

a right recovery device attached to said right weighty drum tending to bias said right weighty drum to said second predefined resting position; and

a right buffer device for buffering and absorbing noise during a recovering of said right weighty drum, said buffer device disposed along said right guiding axis independent from and not attached to said right weighty drum, wherein, when said right weighty drum compresses said right recovery device during braking said right buffer device remains in its original position;

a rear turning enhancement device, said rear turning enhancement device intended to decrease centrifugal motion of front wheels of said car, and the momentum of the weighty drum enhances the turning of said car to decrease the turning radius, thereby increasing safety, including:

a rear guiding axis coupled from said left to said right of said car;

a rear weighty drum circumferentially surrounding a portion of said rear guiding axis equal to a length of said rear weighty drum such that said rear weighty drum is capable of moving along said rear guiding axis, said rear guiding axis confining motion of said rear weighty drum between said left and said right of said car, said rear weighty drum having a third predefined resting position upon said rear guiding axis: and

a plurality of rear recovery devices not attached to said rear weighty drum tending to bias said rear weighty drum to said third predefined resting position, wherein when said rear weighty device compresses a rear recovery device the remaining rear recovery device remains in its original position.

47. (New) A car as recited in claim 46, wherein said left and right guiding axes in said left and right braking enhancement devices are tilted downward towards said front of said car at a guiding axis tilt.

48. (New) A car as recited in claim 47, wherein said guiding axis tilt is between about 1 and 4 degrees.